

46 ARRESTED IN
PATERSON RIOT

Many Shots Fired When Mob
of Silk Strikers Attack
Special Police Officers
with Stones.

SIX WOMEN IN CELLS

Prisoners Taken to County Jail
Under Heavy Guard—Sev-
eral Are Hurt by Flying
Missiles and Police-
men's Clubs.

(By Telegraph to The Tribune.)
Paterson, N. J., June 13.—Forty-six
prisoners, mostly Italians, including
six women, were placed under arrest
to-night in a riot with police officers
of the city of Paterson, who had been
sworn in as special deputies, and fifty
other sheriff's deputies appointed by
Sheriff Amos Radcliffe, of Passaic
County. The trouble took place just
across the Sixth avenue bridge, leading
into Prospect Park Borough, where
minor strike disturbances have hap-
pened in the last few days.

The police officers and deputy sheriffs
were escorting fifty workers from the
Weidmann and the Auger & Simon
plants to their homes in the borough
when they were attacked. Stones had
been piled up for ammunition purposes,
but the unexpected rush of the uni-
formed police over the bridge prevent-
ed their effective use, and the mob was
chased up a hill, with four mounted
officers of the Paterson Police Depart-
ment in the lead.

Stones were thrown and shots fired,
but none was killed or seriously in-
jured. The prisoners were surrounded
by a police cordon, and were taken to
Paterson police headquarters in an auto
truck of the Auger & Simon company,
and in the two automobile patrols of
the city of Paterson.

At the direction of Prosecutor Mi-
chael B. Dunn, charges of rioting were
preferred before Justice of the Peace
John Keys, and late to-night the pris-
oners were transferred to the county
jail under heavy police guard. A num-
ber were injured by flying stones and
several showed the result of police-
men's clubs.

The rioting to-night was the out-
come of bomb throwing in the borough
and several previous attacks upon the
workers in the Paterson dye shops
living in Prospect Park Borough. To-
night a large number of special police
officers were added to the force al-
ready in service for night patrol duty
in the city of Paterson.

Minor disturbances were frequent in
various parts of the city in the early
hours, and both patrol wagons were
kept on the jump. These were caused
in the main throughout the foreign set-
tlements by friends of those who had
participated in the rioting in the earlier
part of the night and were due to the
refusal of the authorities to accept
bail in the riot cases.

Judge Abram Klenert, of the Court
of Common Pleas, passed sentence in a
dozen strike convictions here this
morning, imposing fines of \$50 each
and holding sentences of from one to
three years in state prison over their
heads, contingent upon their good be-
havior. Several of those arrested to-
night were among the convicted par-
ties who were sentenced to-day. The
judge makes the prison terms upon the
former convictions operative at
once and all such will be held pending
future trial upon the complaints of
rioting.

Upton Sinclair, the socialist novelist, in
a letter to Alexander Scott, the editor
recently convicted in Paterson, protests
against what he terms the "most out-
rageous legal persecution that has ever
been recorded in history."

After praising the editor for his stand
he continues: "By what they have done
to you the police and judicial authorities
of Paterson have proved themselves to be
anarchists of the very worst and most
dangerous kind."

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MOROS STILL FIGHTING

Pershing's Force Attacked with
Fanatical Gallantry.

Manila, June 14.—Pierce fighting con-
tinues between the American forces
under General Pershing and the rebel-
lous Moros at Bagsak.

The Moros still hold one fort. Their
attempts to rush the American lines
with holes, which are made with fan-
atical gallantry, are always repulsed
with heavy losses. To-day the Ameri-
cans will attack in strength, and their
success seems certain.

The latest casualties are one scout
killed and one man of the hospital
corps wounded.

OLCOTT CHAUFFEUR KILLED

Two Sons of Steamship Man
Escape Death Upstate.

(By Telegraph to The Tribune.)
Poughkeepsie, N. Y., June 13.—A
touring car owned by E. E. Olcott, of
New York, head of the Hudson River
Day Line, and occupied by his sons,
Charles T. and Mason Olcott, and the
chauffeur, Oscar Bergh, forty years
old, overturned in the state road at
Knapp's Corners, near here, to-night.
Bergh was crushed to death and the
Olcotts escaped with many bruises.

The car—of 60 horsepower—was
running about sixty miles an hour.
The Olcotts were on their way to their
summer home at Haines Falls.

Charles Olcott sat in the front seat,
and was evidently tossed to safety to
the grass. He cannot remember how
he landed. Mason was protected by
the high seat of the tonneau, and was
caged in there without being harmed.
He crawled to safety.

Bergh had been in Mr. Olcott's em-
ploy for twenty-five years in different
capacities. He was unmarried.

SIGHT RETURNS TO BLIND
GIRL WEeping AT GRAVE

Doctors Confirm Previous In-
ability to See and Recog-
nize She Is Cured.

(By Cable to The Tribune.)
London, June 14.—Blind for eleven
months, a Manchester girl recovered
her sight suddenly while weeping bit-
terly at the graveside of her grand-
mother on Thursday. The facts of the
previous blindness and of the present
ability to see were confirmed by doc-
tors yesterday.

LIBERTY SWEEP BY FIRE

New Yorkers Aid in Saving Re-
sult from Flames.

(By Telegraph to The Tribune.)
Middletown, N. Y., June 13.—Fire
which started in a barn in the rear of
B. H. Green's department store, at Lib-
erty, Sullivan County, this afternoon,
destroyed thirteen stores and a num-
ber of small buildings, and for two
hours threatened to wipe out the
greater part of that resort.

With the help of firemen from nearby
towns and cities and the use of dynamite
the fire was brought under control
to-night. The flames swept up the
main business street of the village.
The First Baptist Church and the new
Lyric Theatre were among the build-
ings burned.

Many New Yorkers, members of the
summer colony here, assisted in fight-
ing the flames.

FRAME-UP, SAYS SEWELL

Willetts Charge a Ruse to Get
Divorce Testimony, He Avers.

Los Angeles, Cal., June 13.—Henry
B. Sewell, of New York, arrested yester-
day on a charge of having swindled
J. Macy Willetts of that city out of
\$5,710, started eastward to-day in the
custody of detectives.

"This grand larceny charge," Sewell
asserted, "is a blind. They want me in
New York to testify in a divorce case
and framed up this accusation to get
me there."

"VETS" HURLED FROM AUTO

Four New Yorkers Have Nar-
row Escape Near Syracuse.

(By Telegraph to The Tribune.)
Syracuse, N. Y., June 13.—Four
Grand Army veterans, all from New
York City, escaped death by a narrow
margin to-day when a trolley car
crashed into their automobile on the
Cicero-Bridgeport road, near Cicero,
nine miles north of here.

Edward King, a local hotel proprie-
tor, was driving the auto, in which also
were Robert Welsh, landing superin-
tendent at Ellis Island, New York;
Samuel Mullin, of the Bronx, of the
Department of Parks; George Grew,
state pension agent of the G. A. R., and
a fifth man named Ellis.

Mr. King had just started to cross
the tracks when a car swung around
a curve. King put on full speed to try
to clear the rails, and the motorman
clamped down the brakes. The car,
however, struck one of the rear wheels
of the auto, tossing it into a ditch,
where it turned over on its side. The
four Grand Army men were thrown out
and bruised.

MRS. GEO. R. SHELDON ILL

Condition Since Operation Is
Giving Family Great Concern.

Mrs. George R. Sheldon is critically ill
at her home, No. 24 East 25th street.
Her illness is giving her family great
concern, and her daughter is constantly
at her bedside.

Mrs. Sheldon was operated upon a week
ago Wednesday by Dr. Joseph A. Blake
for an intestinal trouble and since then
has been kept under the care of
physicians and nurses. She had ar-
ranged to go to Europe last Tuesday
with Mrs. Sheldon, Fuller to spend the
summer abroad, but their passage had
to be cancelled and the operation took
place at once.

Buy your FIREWORKS EARLY at the
same old original stand, 12 Park Place—
Advt.

NEW HAVEN ROAD BURNS DEATH CAR;
WRECK ENGINEER BLAMES AIR BRAKES

SCENE AT STAMFORD WRECK INQUEST.
Charles J. Doherty, engineer of locomotive that telescoped parlor car, explaining map of signal
system.

SUFFRAGE WINS IN
SENATE COMMITTEE

Ashurst Submits Report in Fa-
vor of Constitutional Amend-
ment Giving Women
Right to Vote.

BATTLE IN NEXT SESSION

Senators Told It Is Anomalous
and Archaic in a Free Re-
public to Deny Fran-
chise to One-Half
Its Citizens.

(From The Tribune Bureau.)

Washington, June 13.—The proposed
constitutional amendment providing
for woman suffrage was favorably re-
ported to the Senate to-day by Sena-
tor Ashurst, by direction of a majority
of the Woman's Suffrage Committee.
Until the tariff and other pressing
public matters are out of the way,
however, it will probably remain un-
disturbed on the calendar. The fight
to put it through the Senate and House
and submit it to the states for ratifica-
tion will not be opened until the regu-
lar session of Congress.

The joint resolution, which was in-
troduced by Senator Chamberlain, is as
follows:

"That the following article be pro-
posed to the legislatures of the several
states as an amendment to the Con-
stitution of the United States, which,
when ratified by three-fourths of the
said legislatures, shall be valid as part
of said Constitution, namely:

"Article.—Section 1.—The right of
citizens of the United States to vote
shall not be denied or abridged by the
United States or by any state on ac-
count of sex.

"Section 2.—The Congress shall have
power, by appropriate legislation, to
enforce the provisions of this article."

Senator Ashurst's report, which is a
marked departure from the usual pro-
sals recommendations from the stand-
ing committee, invokes the Muse as
an argument for the adoption of the
resolution.

"To this date," says the report, "dur-
ing the 63d Congress, fourteen pro-
posals to amend the Constitution of
the United States have been intro-
duced in the Senate and thirty-two
proposals in the House of Representa-
tives, demonstrating that the 'let
alone' non-interference, careless, lais-
sez faire policy does not meet the de-
mand of the present day.

"New occasions teach new duties;
Time makes ancient good uncouth;
They must upward still and onward
Who would keep abreast of truth;
Lo! before us gleam her camps;
We ourselves must pilgrims be,
Launch our Mayflower and steer boldly
Through the desperate winter sea,
Nor attempt the future portals
With the past's blood-rusted key.

"But it cannot fairly be argued that
the proposed constitutional amend-
ment, which provides that the rights of
citizens of the United States shall not
be denied or abridged by the United
States or any state by reason of sex, is
a new, novel or radical movement,
for every phase of this subject has
been discussed from time to time by
many of the ablest minds of the nation.
It has been considered in its relation to

Ladies find ANGSTURA BITTERS an
exquisite bracer during a tiresome day.
—Advt.

Continued on fourth page, third column.

GIRL TAMES POLICE DOG

Miss Tracy Saves Judge at
Devon Show from Attack.

(By Telegraph to The Tribune.)
Philadelphia, June 13.—Miss Anne
Tracy, of No. 21 Gramercy Park, New
York, by her quick wit at the second
annual Devon Dog Show this after-
noon rescued Freeman Lloyd, of New
York, from a ferocious attack made by
Deni Von Burn, a German police dog
belonging to L. I. De Wynter, of Gut-
tenburg, N. J.

All the police dogs were offered food
by the judges. If they refused food
from strange hands they scored 10
points. Mr. Lloyd, who was one of the
judges, offered Deni some dog biscuits,
and when the dog did not even sniff at
them the judge exclaimed "Feu!" It
is a German word, meaning "naughty."
Although the judge used it in jesting
admiration.

All the police dogs were trained to
answer commands spoken in German,
and at Mr. Lloyd's exclamation Deni
sprang at his throat. Bystanders
danced about in terror. Not so Miss
Tracy, who was standing near her own
police dog, a few steps away. She ran
to Mr. Lloyd, seized Deni's collar and,
though the dog dragged her several
feet, retained her grasp until Mr. De
Wynter could reach her side. Then the
leash was slipped into the dog's collar
and the judge was saved.

FIGHTS THREE IN SUBWAY

Jewelry Salesman, Robbed in
Street, Gives Chase.

While guards and conductors looked
on, Eugenio Sonizy, a jewelry salesman,
had a lively running fight with three
hold-up men in the subway last night,
the contest raging across the platforms
of the two stations, through the cars
of a local train, ending only after the
robbed man had chased his assailants
out of the precincts of the Interborough
company and one of them into the
arms of a patrolman.

Sonizy was attacked and robbed of
\$97, he says, at Hleecker and Lafayette
streets. The thieves ran into the sub-
way and boarded a southbound local.
Sonizy, shouting for help, also got
aboard, and the four rode away, Sonizy
fighting to recover his money and the
three trying to beat him off.

When the train ran into the Spring
street station the men leaped off. The
jewelry man after them. The men sep-
arated, one dashing down Broome
street and into the arms of Patrolman
McCarthy. The others escaped. At the
Mulberry street station the prisoner
said he was Joseph Goldstein, a waiter.

"SATAN" BURNS ON 13TH

But Audience Files Out of Film
Theatre in Perfect Order.

When a moving picture called
"Satan" was being shown on the
screen at the Dixie Theatre, Nos. 125
and 127 East 116th street, last night,
a spark caught the film and it flashed
up in the operator's box. Nothing was
apparent in the theatre, but one of the
attendants walked out quietly and
called Patrolman Lafferty, who ran to
a fire alarm.

Before the arrival of the apparatus
the operator and David Posner, the
proprietor of the theatre, had put out
the burning film with sand and water.
The lights were turned on and the
manager mounted the stage and an-
nounced the moving picture machine
was out of order. He requested the
audience of 550 to walk out and receive
checks. The last person had left the
theatre when the fire apparatus
clanged up to the scene and brought a
crowd of two thousand. There was no
trace of panic in the theatre at any
time, but outside there was much ex-
citement.

Ladies find ANGSTURA BITTERS an
exquisite bracer during a tiresome day.
—Advt.

Continued on third page, third column.

Coroner at Stamford Holds Driver of Loco-
motive in Fatal Boston Express
Accident Inquiry.

NEWSPAPER MAN SIXTH VICTIM

Four Investigations Into Disaster Now in Progress—Road
Explains Quick Destruction of Remnants of
Wooden Parlor Car Was Not to
Destroy Evidence.

C. J. Doherty, the engineer whose locomotive telescoped the
first section of the Boston Express on the New Haven Railroad,
was examined by Coroner J. J. Phelan yesterday in Stamford
and held in \$5,000 bail pending investigation of an accusation
for manslaughter. John E. Dillon, of New Haven, Doherty's
brother-in-law, furnished the bond.

In response to allegations that the New Haven road had
ordered the burning of the wrecked parlor car Skylark for the
purpose of removing or destroying evidence, the chief repre-
sentative of the railroad company in Stamford declared yester-
day that the company did not hold the opinion that any evidence
of value could be adduced by the Coroner by an examination of
the parlor car in which five persons were instantly killed and
almost a score injured.

The company's representative gave an excuse for the
burning of the Skylark the fact that no request had been made
by the Coroner for the preservation of the car, but admitted in
response to a question that the order to burn the car had been
issued within five hours after the accident.

ROAD PUTS BLAME ON ENGINEER.

Official statements from the New Haven Railroad Company
laid all blame for the wreck upon the shoulders of Engineer
Doherty and denied any record of his report that the air brakes
would not work properly.

In addition to the Coroner's inquest, three other investiga-
tions of the wreck are under way. The Interstate Commerce
Commission is prosecuting one, the Connecticut Public Utilities
Commission another and C. L. Bardo, general manager of the
railroad company, is conducting a third.

Doherty's sworn testimony before Coroner Phelan put the
entire responsibility for the wreck upon the faulty and defect-
ive action of the air brakes, and furnished in addition a wide-
spread indictment of the company's policy in putting new, stiff
and unwieldy locomotives upon its fast runs.

NEWSPAPER MAN SIXTH VICTIM.

Gregory T. Humes, a newspaper man, of No. 152 East 35th
street, Manhattan, died yesterday morning in the Stamford
Hospital from the injuries he sustained in the wreck. This
brings the total list of dead to six, with sixteen injured.

The railroad company declared that the reason the wrecked
Pullman car was a wooden one was due to the failure of the
Pullman company to deliver more steel cars under its contract
with the road.

A representative of the Pullman company admitted that his
concern could supply steel cars from a stock kept in this city for
emergency purposes and that the New Haven might have been
able to obtain some of these cars.

RAILROAD DENIES IT BURNED
CAR TO DESTROY EVIDENCE

(From a Staff Correspondent of The Tribune.)

Stamford, Conn., June 13.—The New
Haven Railroad Company drove its
wrecking crew organizations to the
limit here to-day to wipe out every
visible indication of the tragedy en-
acted on the Canal street bridge late
yesterday afternoon.

As a net result, when those who
thought to see the wrecked parlor car
which was telescoped by Engine No.
1,338 looked over the tracks of the
road this morning they found that
every vestige of debris and every sign
of the wreck had been obliterated dur-
ing the early morning hours.

One mile east of the station, however,
a pile of twisted steel girders, smoul-
dering wood and battered gas and
water tanks, lying on a side track a
quarter of a mile north of the right of
way of the railroad, remained as mute
witness to the wreck of the parlor car
Skylark, in which six persons met
death and sixteen were injured.

Wipe Out Evidence by Fire.

Back of this sudden spasm of activity
on the part of the railroad men, how-
ever, the opinion was expressed on all
hands to-day that the New Haven
Railroad Company deliberately planned
to obliterate by fire the evidence of its
carelessness in exposing the passengers
in a flimsy wooden car to the danger
and death of a rear-end collision.

The side track upon which the rail-
road officials set the stage for this de-
structive drama is known locally as
the "Standard Oil spur." It branches
off from the main tracks of the New
Haven at a point a short distance west
of the Glenbrook station. This side-
track travels through a gravel gully,
by which it is screened from observa-
tion from the right of way.

According to William Wirtle, division
track superintendent, who carried out
the orders of C. L. Bardo, general man-
ager, in setting fire to the Skylark, the
wrecking crew took charge of the par-
lor car, which stood as a glaring piece
of evidence at the scene of the wreck,
as soon as darkness fell last night.
They shunted it first to a sidetrack
near the Elm street bridge, where they

let it stand in obscurity until a few
minutes after 11 o'clock last night.

At that hour they quietly removed
both the parlor car and the engine,
which was still locked in the "tele-
scope" of the Pullman, to the rusty and
unused tracks of the Glenbrook siding.

Wreck Debris in Heap.

In this deserted location the wreck-
ing crew, acting under orders from the
general manager, who is in full charge
of the company's activities here, set
fire to the parlor car, in which more
than twenty persons had been killed or
injured less than six hours before. It
was just an hour after midnight this
morning when the fire was started, and
within another hour and a half all the
woodwork, furnishings, tapestry and
finishing of the Pullman car had been
reduced to ashes.

The undamaged trucks of the
wrecked car were put on the other side
of the side track, and dumped beside
them were the front plate of Engine
No. 1,338, and the sand box hood from
the same engine, also numbered with
the ill-fated 1338.

No attempt at even a partial salvage
of the expensive interior fixings of the
car was permitted to interfere with the
rush of destroying in its entirety the
flimsy wooden structure, which was
half demolished in the rear-end colli-
sion yesterday. The value of the car
was variously estimated at from \$15,000
to \$20,000, an appraisal of which
will be made later, as the basis of the
settlement which the New Haven road
will have to make with the Pullman
company for the fire destruction of the
car.

The chief representative of the New
Haven company, who is in command of
the railroad's forces that have been
mobilized here since the wreck, was
asked by The Tribune reporter whether
the burning of the Skylark was not a
deliberate attempt on the part of the
company to destroy evidence—evidence
which, it was pointed out, might go
toward proving that if the wrecked
parlor car had been a modern steel
construction car there would not have
been any loss of life in the accident.

"It is the opinion of the company,"